

# La Costa Avenue Improvement Plan

## El Camino Real to Rancho Santa Fe Road



## ***Study Objective***

Develop a cost effective, community-preferred plan to address traffic speeds and safety on La Costa Avenue in a way that respects the residential character and arterial function of the roadway



# *Considerations for La Costa Avenue*

- Secondary arterial
- Residential frontage
- Speed
- Safety
- Emergency response
- Bikes and pedestrians
- Cost of improvements
- Enforcement



# ***La Costa Avenue Planning Process***

- Community survey
- Three community meetings
  - April 28
  - May 26
  - June 23
- Update public throughout process – website
- City Council acceptance
- General Plan and environmental review

# ***Community Meeting #1 – April 28, 2011***

- Define problem
- Determine objectives
- Present design elements
- Discuss preferences



# *Community Meeting #2 – May 26, 2011*

- Review concept plans
- Consider what works, what doesn't
- Determine preferences for various options





# ***Community Meeting #3 – June 23, 2011***

- Finalize concept plans
- Discuss phasing and funding options



# *Planning Objectives*

- Increase safety for all users
  - Accommodate all modes of transportation (auto, bike, and pedestrian)
  - Reduce travel speeds
  - Increase sight distance for driveway access
- Design a roadway in keeping with the residential neighborhood
  - Accommodate on-street parking in front of residential areas
  - Minimize the number of traffic signals
  - Increase landscaping
  - Design improvements to be effective without enforcement



# *Planning Objectives*

- Don't divert traffic to other residential streets
  - Do not penalize drivers traveling at the posted speed limit (i.e., design should be consistent with high volume roadway classification)
  - Avoid congestion
- Develop a cost effective plan

# *Design Options that Meet Planning Objectives*

- Reduce the number of lanes to one through lane in each direction to accommodate all modes of traffic
- Include bike lanes in both directions
- Complete missing sidewalk links
- Maintain on-street parking in front of residential units
- Use bike lane to create a buffer and increase sight distance (i.e., move travel lanes away from driveways and on-street parking)

# *Design Options that Meet Planning Objectives*

- Extend curbs in front of residences to accommodate wider sidewalks and improve sight distance
- Use medians, bulb outs and roundabouts to create a more curvilinear design to reduce vehicle speed
- Use medians and bulb outs to improve pedestrian safety crossing street
- Use roundabouts at intersections rather than adding traffic signals
- Use landscaping to change the character of the street and reduce speeds



# *Planning Document*

- The specific location of devices has not been determined and may shift based on topography, access locations, drainage, utilities, and other considerations

# *Proposed Concept Plan*

- One lane in each direction
- Partial medians
- Curb extensions
- Roundabouts
- Bike lanes in both directions
- Improved sidewalks
- Estimated cost - \$3M-\$5M

# West End of Project Area

LA COSTA AVENUE IMPROVEMENT PLAN  
CONCEPT PLAN 8/16/11

WEST SIDE

ENTRY MEDIAN &  
NARROWING (A)

PARTIAL MEDIAN &  
NARROWING (B)

NARROWING (C)

LANE TRANSITION  
FROM 4 TO 2 LANES

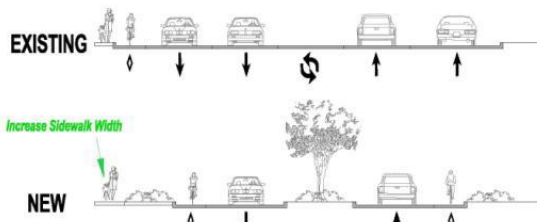
NARROWING (C) & PARTIAL MEDIAN  
\* OR POTENTIAL ROUNDABOUT OPTION

CONSTRUCT SW  
MISSING LINKS

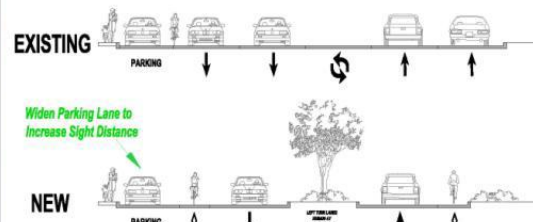
ROUNDABOUT

NOTE: ON-STREET PARKING PROHIBITIONS MAY BE  
IMPLEMENTED TO INCREASE SIGHT DISTANCE

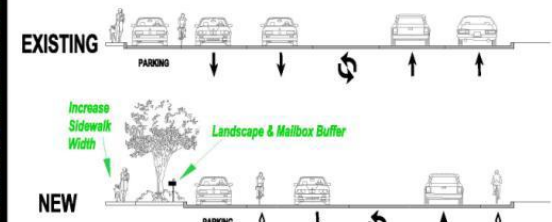
**TYPICAL SECTION (A)**  
*Looking Eastbound*



**TYPICAL SECTION (B)**  
*Looking Eastbound*



**TYPICAL SECTION (C)**  
*Looking Eastbound*



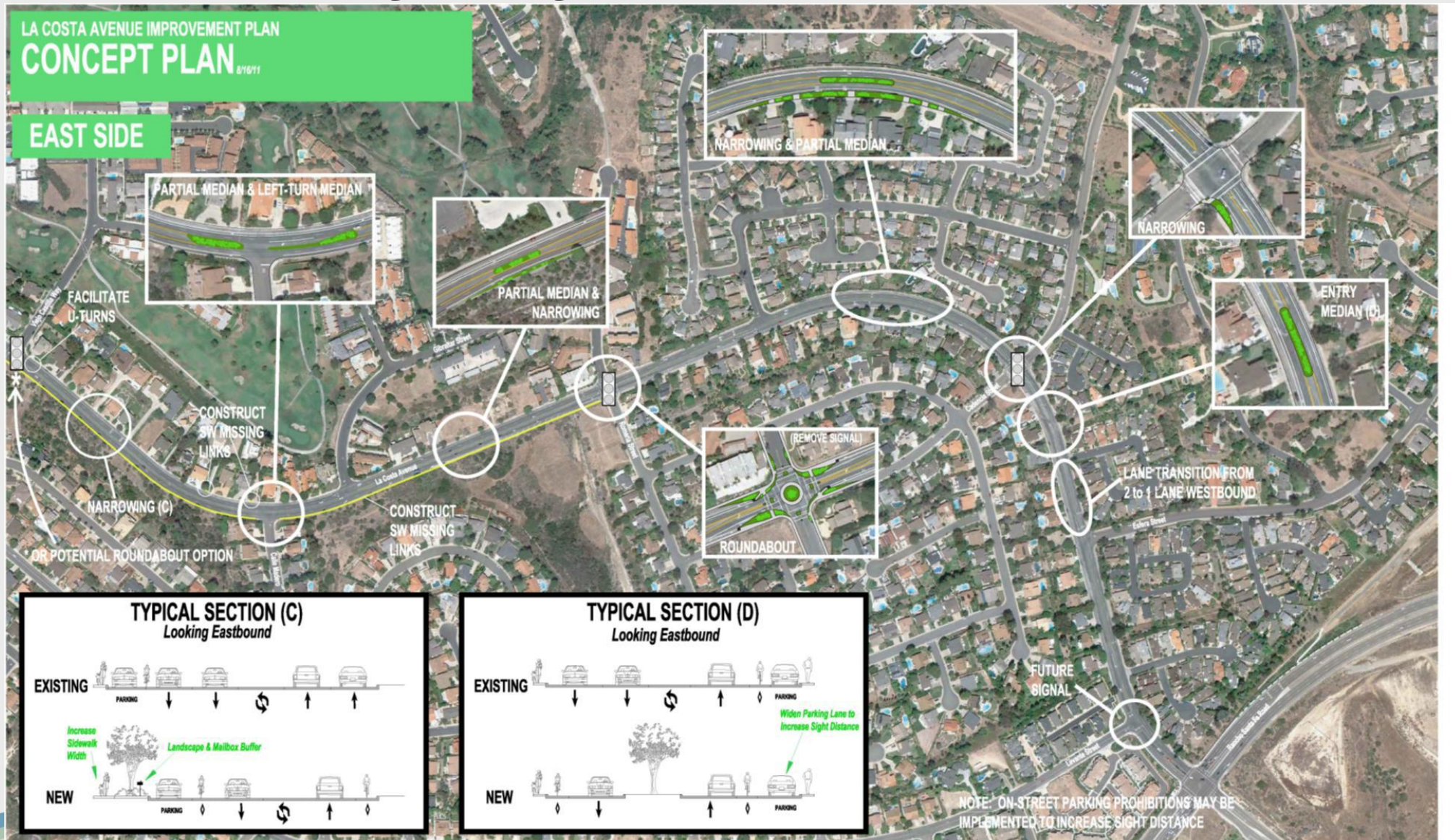








# East End of Project Area





# *Photo Simulations*



# *Cost of Improvements and Phasing*

- The draft plan represents an ultimate vision for La Costa Avenue
- The estimated cost for the ultimate plan is \$3M-\$5M
- The city has \$1 million currently available for improvements
- Additional funding may be available through grants or other funding sources
- Improvements could be phased as funding becomes available

# *Level of Service (LOS) Results*

- All roadway segments meet LOS=D standard
- All intersections meet LOS=D standard
- Roundabouts analyzed and are all LOS=D or better

# *Phasing Options*

- Restripe road diet the entire length to accommodate wider medians and bike lanes
- Install roundabouts
- Install medians
- Construct curb extensions/narrowing
- Build missing sidewalks